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Shipping

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Colcord. — Captain.
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—Shewan & Co.
WILLIAM LE LOUVEUR, British barque,
Capt. Maddox. — Captain.

WINDROE HOTEL
HONGKONG.

THIS ESTABLISHMENT, situated in the
newest building known as 'CON-
NAUGHT HOUSE' (see First-Class A-
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P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1894

HONGKONG VOLUNTEER CORPS.

EXAMINATION FOR AMBULANCE BADGES.

A well-attended Ambulance Class has been conducted by the popular medical officer of the Field Battery, Surgeon-Capt. Cantlie, during the drill season 1894-5. The examination of the members of this class took place at Volunteer Head Quarters yesterday in the presence of Major-General G. Digby Barker, C.B., Surgeon-General Westcott, Medical Staff, acting as examiner. Three stretcher detachments were paraded at 5.15 p.m. under Surgeon-Capt. Cantlie, Lieut. Adamson, Maxim Gun Company, acting as Quartermaster. Two detachments consisted of members of the Field Battery and Maxim Gun Company. The third detachment was one of Students from the Hongkong College of Medicine for Chinese, who wore a very neat and workmanlike uniform which did credit to the good sense and artistic taste of the energetic Dean of the College (Dr. Cantlie). His Excellency the General, accompanied by Col. Jerrard, D.A.A.G., and Capt. Murray, A.D.C., arrived punctually at 5.30 p.m. Major Pemberton, R.E., Commandant H.K.V.C., Capt. Gordon, R.A., Volunteer Adjutant, Surgeon Spier, R.N., Capt. McCullough and Lieut. Maclellan, Field Battery, were present in uniform. They were invited to join the General's party and the inspection proceeded. A large company had assembled in the meantime, among whom were the Hon. J. H. Stewart Lockhart, Capt. Fawkes, R.N., Lieut. Berger, H.K.R., Mr. E. H. May, Miss Barker, Mrs. Cantlie, the Misses Hancock, Miss Caldwell, Messrs. Dunsy, Gudge, Northcote, and several other ladies and gentlemen.

The inspection began with a short preliminary drill, advancing, retreating, moving to the right and left, etc., etc., with closed ranks. Three patients, Gunners Skerthley and Bell and Signaller Skerthley were marched on by the respective detachments. The injuries sustained were of a gruesome nature and "fired at" of a high standard, rapidly and efficiently rendered, could hardly succeed in saving life. Patient No. 1 had:—

- (a) Fracture of the left thigh.
- (b) Fracture of the right forearm.
- (c) Injury to palm of right hand.

No. 2 had:—

- (a) Haemorrhage from left femoral artery.
- (b) Fracture of right forearm.
- (c) Fracture of lower jaw.

No. 3 had:—

- (a) Right foot torn off by shell.
- (b) Wound in scalp.
- (c) Broken ribs.

Each detachment dressed and bandaged its patients with neatness and expedition. His Excellency, with whom was Surgeon-Colonel Preston, Medical Staff, made a careful and detailed inspection of this part of the test, and the public had every facility given them to inspect the much-battered warriors ere they were borne away. The marching with loaded stretchers was well done. The inspecting Officer signified his satisfaction with the work done, and the patients, who had borne their sufferings with heroic fortitude, were released from their bonds and marched off.

The detachments formed up and the following volunteers received First Examination certificates:—Lieut. C. M. Adamson, M.G. Co., Quartermaster-Sergeant G. W. Westcott, Sergeant W. K. Wylie, Corporal W. S. Hancock, and G. W. H. Purcell and H. W. Kennell, Field Battery; G. A. C. Bowering, F. W. Danby, H. C. Wilcox, M.G. Co. Badges were also distributed. The certificate was also awarded to Chief Inspector Mathieson and Sergeant T. Moffat, H.K.P.

The four Chinese medical students who had also gained their first certificates were Ho Nai Hop, Tong Yee May, Wong Sai Yan, and Lee King Shue.

A St. John's Ambulance examination was held in April last and the certificates obtained were distributed on this occasion. The recipients were:—

Second examination.—Mr. G. Moffat, and Messrs F. B. L. Bowley, P. Brewitt, C. E. Gals, J. R. Gorman, R. Honoyatti, L. Leman, R. Mitchell, M. S. Northcote, H. O. Palmer, C. S. Sharp, S. B. J. Skerthley, D. W. Smith, and F. J. Wilkins.

Major-General Barker then said:—It always gives me very great pleasure to distribute these certificates, which do those who earn them very much credit. I have also been very pleased with the inspection to-day. The Surgeon-Major, who has conducted the inspection, expressed himself as extremely satisfied with the drill, and so far as the scientific side of the examination is concerned, it appears to me to have been extremely well done, and I was also satisfied with the smartness of the drill. All those Volunteers who have passed the examination will now be allowed to wear those honorable badges which have just been distributed. I am glad to see so many Volunteers come forward to gain certificates, and altogether, in addition to those who have already gained them. As I have taken a very great interest in the reconstruction of the Volunteers I am particularly satisfied to see that they are coming to the front and justifying their existence; and I am also glad to see how they are prepared to show, by their progress, how they appreciate the distinction which has been conferred. I am also glad to see four Chinese medical students who have acquired themselves so well, and who have, equally with the others, obtained the St. John's Ambulance certificates, which were not here to-day; but they will obtain temporary certificates pending the arrival of the confirmed certificates from England. The number is small, but I hope, although it is a small instalment, that this may be an augury of a larger movement by which the blessings of Western science may be greatly extended over the whole of China. The Chinese little know what they lose by setting their faces against it. I am glad to see such a large number of civilians, and police as well, coming forward for these certificates. Especially do I congratulate those two gainers of certificates who have gained them for the third time. It is a proof of very great perseverance which does them very great credit. To all those who have received certificates I offer my sincere congratulations, and we all of us owe a debt of gratitude to the Chief, who with his great energy, continues to give his heart to this good work. Dr. Cantlie was, I believe, the organizer and the first Commandant of the Volunteer Medical Staff Corps which has now grown into such a large and useful institution. I am gratified to see he is extending that work, and it must be a very great satisfaction to him to know that by his energy and activity he is spreading far and wide the knowledge and skill which conduces to alleviate human suffering—a work which has one of the best objects a man can set before him. I congratulate you all.

REUTERS' TELEGRAMS.

(Supplied to the "China Mail.")

LONDON, 13th February, 1896.

THE CHINA-JAPAN WAR.

A Japanese despatch from Wei-hai-wai on the 9th instant, states that on that date the fight on the island of Loo-kuang-tan, and the Chinese fleet were unengaged. The cruiser *Ching Yuen* was sunk on the 8th by shells fired from the captured forts.

MR REDMOND'S AMENDMENT TO THE ADDRESS.

Mr Balfour supported Mr Redmond's amendment because he was desirous of a dissolution of Parliament.

THE CHINA-JAPAN WAR.

(Special to the "China Mail.")

CHINESE ENVOYS RETURN TO SHANGHAI.

Shanghai, Feb. 12.

Their Excellencies Chang and Shao will take their departure this evening from Nagasaki to Shanghai.

JAPANESE MARCHING ON CHEFOO.

The Japanese are moving northward to attack the forts of Chefoo. They are advancing in two columns, one from Ninghai and one from Lung Mun, and intend by the combined force to take Chefoo in the rear.

THE ATTACK ON WEIHAWEI.

(From a Naval Correspondent.)

Thursday, January 31.

I can give only as yet a few details regarding the fighting at WeihaWei. We have been lying at Yungching for several days—that is, the *Centurion*, *Edgar*, *Abolus*, *Spartan* and *Albatross*. The main division of the Japanese, as probably you already know, landed here between Sunday and Monday, 20th and 21st January, and they have been getting into position for attacking WeihaWei ever since. At Yungching, the Chinese had a large trench (dry) with about 200 men in it to keep off 30,000 Japanese, with the Japanese fleet covering the landing! What price this! On Wednesday, the Japanese commenced operations at WeihaWei. The *Centurion*, *Edgar* and *Abolus* went out and watched the engagement, leaving the two other British ships at anchor. It was very exciting to watch the bombardment, and I am told the firing could be heard by the ships at Yungching from daylight till dark.

The Japanese fleet were out in front of the forts, but kept just out of range. The Japanese gunboats, however, got right under the land where the Chinese guns could not be trained upon them. It was about 10 o'clock when the first fort was evacuated by the Chinese, and I am told it was blown up. Of the other Eastern forts, the Japanese captured two intact, and were not slow in turning the guns upon the other forts within range and upon the Chinese fleet. The battleship *Chenguen* got under weigh and retailed upon the forts occupied by the Japs and drove them out. Then she attacked the Japanese gunboats, but they dodged around out of range. At sundown, the Japanese re-occupied the captured forts.

LATER NEWS FROM WEIHAWEI.

(From another Naval Correspondent.)

Off WeihaWei, Feb. 6.

We are having a rough time of it up here, sometimes not being able to see the ship for ice. The thermometer is anywhere down to 5°, or 27° of frost, and very seldom above 25° F., but we have got used to it now, and when a fine day turns out it is a treat.

I went on shore yesterday afternoon and went into the captured forts. It was perhaps a little dangerous, as they were playing long ball all the time and we had to keep under cover. Poor Chinese! The carnage was fearful. Here the poor Japs are armed with the old Brown Bess muzzle-loader, while the Japs have magazine rifles. To make up for the inferiority, poor John had burned a large quantity of powder under cart-loads of stones on the ground that the Japs would have to cross, and a train of powder laid inside the earthworks, but it appears not to have come off, except in one case where John appears to have fallen into his own trap.

We got some curios, but not anything worth speaking about, as the Chinaman as a rule has not much.

All the land forts have fallen. The Island of Loo-kuang-tan and ten ships hold out, but must fall ere there is no power in China to relieve them. The Japs might have it to-day if they liked to make a rush.

THE CHINA-JAPAN WAR.

(Special to the "China Mail.")

CHINESE TORPEDO BOATS SURRENDER.

(From another Naval Correspondent.)

WeihaWei, Feb. 9.

WeihaWei is now practically in the hands of the Japanese.

Three ships have been sunk—two of which are ironclads. All the Chinese torpedo boats have been either captured or sunk. Eight torpedo boats went outside the Harbour as if they intended to attack the Japanese fleet, but when clear of the forts went deliberately alongside the Japanese flagship and gave themselves up. Some of the crews of torpedo boats ran their boats ashore and made their escape.

LATEST INTELLIGENCE FROM WEIHAWEI.

(From another Naval Correspondent.)

WeihaWei, Feb. 9.

The Japanese are now practically in the hands of the Japanese.

THE VALUE OF THE PEACE MISSION.

(From another Naval Correspondent.)

Hiroshima, Feb. 10, p.m.

The first conference between the Chinese plenipotentiaries and the representatives of the Japanese Government was held on Thursday at a professor's office, when the plenipotentiaries of the delegates were exchanged. Count Ito and Viscount Mutsu represented Japan. On examination of the plenipotentiaries of the Chinese plenipotentiaries it was found that, despite the positive assurances of the Peking Government, the plenipotentiaries of the envoys did not provide them with full powers as defined and understood by civilized States, falling short of the plenipotentiary rank, and not authorizing them to conclude or sign anything. The powers conferred upon the envoys left nothing for them to act upon without reference to the Peking Government. The Japanese Government claim that the sending of plenipotentiaries without full powers is a proof that China is not sincerely desirous of peace.

CONTRADICTORY TELEGRAMS.

(Special to the "Shanghai Mercury.")

Chefoo, 8th February, 12.30 p.m.

On the 7th instant, when the bombardment was going on, the Chinese torpedo-boats made a sudden rush out of harbour. The Japanese chased them, disabling twelve by destroying or driving ashore. Two of them were chased by the Japanese man-of-war *Naniwa* and another, to a little north of Chefoo, where they were beached, but only three men are known to be saved. The latest from WeihaWei is that Loo-kuang-tan is not yet taken, but that the Chinese fleet is nearly all destroyed.

The Japanese landed a force this morning near Ninghai. The *Futaba* bolted.

Dr. Douthwaite, of the China Inland Mission, has already over one hundred wounded Chinese soldiers to attend to.

Yokohama, 8th February, 10 p.m.

Admiral Ito sends a telegram from WeihaWei, dated the 7th instant, wherein he reports that while the Japanese fleet were busy bombarding the Chinese torpedo-boats rushed out of WeihaWei Harbour. The Japanese Flying Squadron gave them chase and succeeded in disabling twelve of them by destroying them or driving them ashore. The Captain of the *Samashima* reports that while passing Chefoo he noticed a great deal of cannonading going on in the harbour and that he saw shells flying from the land forts into the harbour. He was of opinion that an outrage on the part of the retreating Chinese soldiers was going on. He noticed the English, French, German, Russian and American men-of-war in the harbour. Will send further reports in regard to this affair as soon as possible.

Yokohama, 9th February, 7.30 a.m.

A telegram from Port Arthur, the 8th instant, states that before dawn of the 6th instant the Japanese torpedo-boats entered WeihaWei and attacked the Chinese fleet. The Chinese men-of-war fired heavily and fought bravely. The Japanese succeeded in disabling several torpedo-boats, sinking the Chinese ironclad *Yinguen* and *Chenguen*. The following day (9th inst.), the Japanese again attacked Loo-kuang-tan, when the forts made a desperate resistance. A shell from one of the Chinese war-vessels struck the Japanese man-of-war *Tsushima*, killing and wounding eight sailors. The Japanese torpedo-boats succeeded in sinking three more Chinese war-ships.

The Japanese Admiral's despatches are missing, but the reported attack on Chefoo is quite unfounded. It is presumably a Chinese outrage. The Admiral is making inquiry about it, and will report shortly.

Chefoo, Feb. 9th, 9 a.m.

The *Yikang* has arrived and she reports that the Chinese flag was still flying at the eastern end of Loo-kuang-tan; therefore it is supposed that the place is still in possession of the Chinese. The position here is considered very grave, and many of the richer Chinese will leave for your port as soon as a vessel is leaving.

Chefoo, Feb. 9th, 1 p.m.

The Chinese man-of-war *Chinguen*, *Chinguen* and *Xuanguen* are reported to be at right by last advice.

Chefoo, Feb. 9th, 3 p.m.

Fighting still continues at Loo-kuang-tan, and the remainder of the Chinese fleet, with the forts, repelled several attacks from the Japanese. Some Japanese torpedo-boats are reported sunk or captured by the Chinese. Up till Thursday, Loo-kuang-tan reported all well and all the Foreign officers safe.

Yokohama, 8th February, 10 p.m.

Reports have just been received from Kaeing stating that Viceroy Liu Kun-yi had arrived at Kaeing (native city). There are a good number of Chinese troops gathered there, and these, with those of Yungchow, are preparing to advance on the Japanese. Much cannonading has been heard in the direction of Yungchow, which is supposed to be from the drilling of the Chinese troops. The Chinese seem frequently approach the Japanese advance line from two directions without retreating. They are evidently camping close by. The Japanese scouts have observed over thirty guns.

LATE TELEGRAMS.

(Special to the "China Gazette.")

WeihaWei, old Japan, Feb. 8th.

The ironclads *Tinguen* and *Chenguen* and one of the large cruisers, thought to be *Zaiyuen*, have been sunk by the discharge of ten torpedoes. The Chinese steam launchers narrowly escaped from the harbour and were at once pursued by the Japanese. The remaining ships the Chinese fleet are now lying disabled at Luang-chiang, near Chefoo.

WeihaWei, old Japan, Feb. 7th.

The Japanese under Major-General Ota captured all the forts at WeihaWei, which were out after the other abandoned by the Chinese. The Chinese fleet is still resisting. The Japanese loss is Major-General Ota, and 10 killed and wounded. The Chinese loss has been very heavy. Nearly all the

THE CHINA-JAPAN WAR.

(Special to the "China Mail.")

CHINESE OFFICERS RUN AWAY AS SOON AS THEY WERE ATTACKED.

It is expected the fleet will be captured to-day. Large numbers of the Chinese sailors have made their escape in boats. A Japanese lieutenant and five soldiers have been killed by the Chinese. In the attack on the forts the Komamoto troops behaved with exceptional gallantry, and the capture of the Chinese positions was principally effected by them.

THE ACCIDENT TO A JAPANESE TRAINPORT.

Hiroshima, Feb. 1.

The *Shibata-maru* Captain Tipple, while trying to make Ujina on Tuesday night, ran on a rock about ten miles off the port and knocked a hole in her bottom. The hole was a very large one, and the water rushed in with great force. The captain at once determined to beach the vessel, and it was fortunate he did so, as the water was almost putting out her fires when she was run ashore. It was a dark night, and I understood the rock in question was not marked down on the chart. The *Shibata-maru* was one of the fleet of boats recently purchased by the Japanese Government, being formerly known as the famous iron ship *Myosene*. The transport has now been brought into Ujina, her cargo having been discharged into lighters by military coolies. She is full of water, and at the time of writing the extent of her damage has not been ascertained.—*Kobe Chronicle*.

THE ARMS OF THE CHINESE TROOPS.

MODERN WEAPONS CONDEMNED.

There has been, apparently, some agitation on the part of a return to the use of muzzle-loading rifles and long jingals for arming the Chinese armies, owing to the rifle gunpowder which has been charged, and our native correspondent at the capital sends the following reasons gathered from the advocates of the old regime.

The base staff, until even for fire cracker, designed as an apology for gunpowder, stored up in the arsenal, the way by the unprincipled officials and unprincipledly supplied by them to the Chinese armies in Manchuria and elsewhere since the war began, has undoubtedly been one of the chief causes which has made our soldiers appear ridiculous in the eyes of the world. Furthermore, it has so far disgusted our Generals and their soldiers, who decline to be frightened at will by the greatly superior ammunition of the Japanese, that there is small wonder at the former locking down upon the Mausers, Martinis, Winchester, etc., with which they have been taught to consider invincible. The powder in the cartridges has been found either not to carry far enough in nine cases out of ten or not even to explode! This state of affairs has been the principal cause of the hitherto astonishing success of the Chinese soldiers whenever they were confronted by the Japanese. The latter pour in their fire as rapidly as their arms permit, without any hitch; but when the Chinese attempt to reply with their breech-loaders they can scarcely count upon two cartridges out of ten going off when fired. With jingals and muzzle-loaders the soldier can see for himself whether the powder has been in good colour, clean or not, which cannot be done in the case of cartridges for breech-loaders. Hence there has been an clamour for a return to the "good old times," and the matter has been laid before the Throne asking for its consent. Those advocates of the old regime claim that with the long jingals and muzzle-loaders the soldier can see for himself whether the powder has been in good colour, clean or not, which cannot be done in the case of cartridges for breech-loaders. Hence there has been an clamour for a return to the "good old times," and the matter has been laid before the Throne asking for its consent.

THE LOSSES AT WEIHAWEI.

(From another Naval Correspondent.)

Chefoo, 8th February, 7 a.m.

The following vessels of the Flying Squadron are known to have been sunk at Loo-kuang-tan Island by torpedoes fired at them by the Japanese—*Yinguen*, flagship, armoured clasp, 7,385 tons, 6 guns; *Zaiyuen*, armoured cruiser, 2,900 tons, 4 guns; *Myosene*, wooden corvette, 1,200 tons, 6 guns; *Kangchi*, similar to the *Myosene*; and one named *Paofa* (?). Those that have escaped are the *Chinguen*, armoured clasp, 7,385 tons, 6 guns; *Chinguen*, steel cruiser, 2,300 tons, 8 guns; *Chinguen*, steel cruiser, 2,300 tons, 6 guns; *Yinguen*, armoured cruiser, 2,800 tons, 6 guns; and *Xuanguen*, wooden torpedo cruiser, 1,000 tons, 4 quick-firing guns. Admiral Ting is reported to have managed to get on board one of the escaping ships, the whereabouts of which is not yet known. The enemy are reported to have taken the Chinese marine mines at the eastern entrance, and their torpedo boats getting inside they then launched their torpedoes at the Chinese ships. This, of course, is mere report. Details are unknown, nor is it known whether the Armstrong "mosquito" boats have escaped or not.

THE PROSPECTS OF PEACE.

(From another Naval Correspondent.)

The information which has come to hand within the last twenty-four hours, says the *N. C. Daily News*—

The following day (8th inst.), points to a more serious situation. The Chinese Government to bring about a cessation of hostilities, the hopefulness of which is mainly disappointed by the prevailing belief that the Japanese are in no mood to debate terms of peace, and will readily fix upon any pretext to seemingly warrant the continuation of this outrageous and deliberately provoked war. Yesterday at noon we issued the following "Extra":—

"We understand that the Chinese Government are making renewed efforts towards peace with Japan. A telegram has been despatched from Peking to the Emperor at Nanking, and it is hoped that the pending receipt of a countermanding which may be acceptable to the Japanese Government. It appears that the 'credentials' of the Envoys consisted only of a biographical letter from the Emperor of China to the Mikado, depicting the quarrel and the great bloodshed which had resulted. This letter is described as being of an imprudent character, but it was not deemed sufficient to authorize the Envoys to discuss terms. It, however, elicited a letter of a similar tone from the Mikado."

Whatever we may think of a government which sends its representatives with such weak instruments to talk of peace, we think there can be little doubt that the Emperor's advisers were acting in good faith, and that on the other hand the Japanese were not unreasonably correct when they were able to bow the Envoys out and return lightly to the game of war. But, however pleasing the war may be to Japanese vanity and thirst for military glory, it is time they began to realize that foreigners are viewing with very decided feelings the damage which the war has already inflicted upon trade, and are asking how far the injury is to be allowed to continue unchecked.

The time for the opening of the Northern Ports is drawing near, but business promises to be absolutely nil, for, with the reiterated intention of the Japanese to occupy Peking, such a state is but natural. It is to be hoped, therefore, that China will at once pursue the proper course for the arranging of peace and that the Japanese will be prepared to meet these overtures in a spirit of moderation. It will not only forfeit every right to the respect which her victories, only through some of them have been, may have gained for her if she slight any honest attempts at peace, but she will also be committing a more practical risk, viz., a very decided action on the part of the foreign Powers.

FOREIGNERS AT CHEFOO.

The *Chefoo Express* of the 4th inst. gives the following list of visitors:

At the British Consulate: Mrs O'Connor's children, Mrs O'Connor, and Mrs O'Connor.

At the Russian Consulate: Mrs O'Connor.

At Mr Boyd Braden's: Mrs W. N. Braden and child, Miss Braden.

At Mr S. Fawkes's: Capt. & Mrs. J. Calder.

At the Customs Hill Bungalow: Lieut.

H. E. Bouchier, R.N., and family.

At the *Chefoo Hotel*: Rev. & Mrs. J. B. Hartwell & 4 children, Rev. and Mrs. J. P. Irvin.

Messrs O. R. Mills and 3 children, W. M. Hayes and 2 children, Miss Jane Master.

Bay View: Messrs W. Klugeley, J. Dawson, L. Bason.

Rushmore House: Messrs W. L. Savage, H. L. Higgs, T. G. Carrall, H. A. Ottowill, Miss Rickerby.

Beach Hotel: Mr & Mrs Nelson and children, and Mr. Fletcher and child, and H. Plambeck and Mrs. J. Jackson and children, Major Mann.

Messrs S. Hart, Albrocht, Cunningham, Sea View Hotel: Captain Squire, Captain Nielsen, Messrs McGiffin, Holman, Savage, Lieut. Meister, Mrs Corbett and family, and Borgon and child, Miss Downing.

THE TWENTIETH CENTURY.

PROGRESS NEW HUNT.

In Great Thoughts, the Rev. Joseph Parker, D.D., has been giving a forecast of "The Twentieth Century." Dr Parker believes in strong language, as the following extracts will show:—

PROFESSIONALISM.

In the Twentieth Century the Christian conception of thought and service will be cleansed of every taint of professionalism. The taint is indeed foul and mischievous. Many of the old heroes would pass out of the mind of the new men. They were not practical, and they were not getting on, and blundering by constant warring. From every point of view this is a vanity and vexation of spirit. It is unappealing and to men taking long journeys to the metropolises of the opening Christian centuries, exhuming prehistoric heretics, making their ghastly jaws repeat their fossil commiserations, then argumentatively slapping their faces and putting them back in the antiquated shroud. It is a hideous way of getting on living. Let the dead bury their dead, leaving the living to be behind, let us for Christ's dear sake, press to the arms He opens for us. The Twentieth Century will want the lies men used to tell, two thousand years ago.

RELIGION.

Politically, what a sample will take place in the close of the Twentieth Century! The Socialistic Communism will all be paid off, and their millions have gone to the redemption of the National Debt. Loatheholds will have become freeholds. The land will

THE CHINA-JAPAN WAR.

(Special to the "China Mail.")

NO LONGER THE MONOPOLY OF MEN WHO NEVER PAID FOR IT.

Men will not be great by title but by character. He who does most good will be crowned as the king of men. The House of Commons will consist of five and twenty members, and the House of Lords of six members. Vestry-locusts and County Council-vampires will have died of starvation and been buried unwept, unremembered, and unheeded. The tax-gatherer will no longer be a shadow on the door-step, but the welcome presence of an honest messenger sent by honest neighbours.

THE PUBLIC HOUSE.

And the public-house, where will that be? It will be burned with fire and brimstone. It was built by the devil, and is the devil to be gone. The public-house is the gate to hell. Who can write the story of the ruin it has wrought? Oh, the misery, the heart-break, the desolation, the orphanhood, the murder, the suicide, the madness, for which that accursed house is responsible! But the Twentieth Century will see the passing away of the chief tragedy of perdition. In fancy's quick flash bearing catch the sound of all the distilleries, breweries, draperies, falling in one terrific crash; whilst there goes up to heaven the ringing shout, "The house of Baalshu—that street corner god of London—has fallen into hell!"

SCIENCE.

Science will be no longer hostile to religion, nor religion hostile to science. There never should have been any controversy between them. The God of the Bible is the God of nature. He planted the forests, and breathed the life, and moulded the world, and made the whole house we live in. He that built all things in God. Religion may have to change her forms and her way of putting things, but not her reverence for God or her glad obedience to His will. So long as the sky is above the earth man will need religious expressions of love and service, for his highest nature and his noblest impulses. Little Dogma must give way to immutable Truth; stunted Creed must make room for majestic and increasing Faith; and drunken Self must yield to the divine claims of Man.

LITERATURE.

In literature, authors will be paid and published well rewarded. A ghostly pale, terror-stricken skeleton will no longer go up and down amongst the poorer masses, seeking them to write gratuitously for his magazines on the ground that they may be doing more good than they are aware of. What a benevolent skeleton! What a religiously-disposed rhinoceros! All this miserable knavery will be scorned out of existence, and honest labour will be liberally rewarded. This state of things is being rapidly brought about now by medical writers are often paid with a liberal hand.

PUBLIC COMPANIES.

The Twentieth Century will see a great change in the matter of public companies. They are, one and all, so far as I have seen the prospectuses, cunningly plotted swindles. I make no reference to private companies, I refer to companies got up by company promoters. Who can tell the misery consequent upon the Liberator's swindle? Every man connected with that business ought, in my opinion, to be publicly flogged. No punishment could equal the crime. I say this as a minister who knows family sorrows, hereby occasioned, too dreadful to be expressed in words.

ADDITIONS TO BRITISH NAVAL ORDNANCE.

The Admiralty have decided on making a great advance in the matter of our naval ordnance by the addition of quick-firing and other guns of small calibre, each of a distinct type. The new guns will be known as the four-inch 25-pounder, 12-pounder 12wt., and 12-pounder 8wt. guns, and the most valuable of the three will probably be the four-inch weapon, which is about 13½ feet long, 26wt. in weight, and with a charge of 8½ lb. of cordite will fire a 25lb. projectile. The first vessels to be armed with the new guns are the *Albatross* and *Phalanx*, now building at Devonport, and it is probable that when the experiments with the weapon are complete they will be distributed among the larger types of battleships and cruisers, where they will replace the six-pounder guns. The 12-pounder 12wt. gun is 12 feet 3 inches in length, and with a cordite charge of 1½ lb. will fire a 12lb. projectile. About five hundred of these are now in course of construction, and they will be supplied to all the new first and third

Mails.

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PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed sailings from Hongkong.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Feb. 20, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... SATURDAY, Mar. 9, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Mar. 27, at daylight.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 20th February, at daylight, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 11, 1895. 268

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed sailings from Hongkong.

Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Feb. 27, at daylight.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Mar. 20, at daylight.

Galicia (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, April 10, at daylight.

THE Steamship BELGIA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, 27th February, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (via sea route) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 11, 1895. 184

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAYRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th February,

1895, at Noon, the Company's S.S. MELBOURNE, Commandant BOURN,

with MALES, PASSENGERS, SPECIE,

AND CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th February, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, February 6, 1895. 272

NORDDEUTSCHER LLOYD.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

HALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich ... Monday March 4.

Bayern ... Monday April 1.

Preussen ... Monday April 29.

ON MONDAY, the 4th day of March, 1895, at 3 p.m., the Company's S.S. PRINZ HEINRICH, Capt. ENGELHART, with MALES, PASSENGERS, SPECIE, AND CARGO, will leave this Port as above, sailing at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 2nd March, Cargo and Specie will be received on board until Noon, on MONDAY, the 4th March, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 2nd March. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to MELOBERS & Co., Agents.

Hongkong, February 11, 1895. 302

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma ... Tuesday February 26.

Sikh ... Tuesday March 19.

Victoria ... Tuesday April 9.

THE Steamship TACOMA, Captain K. CRAWFORD, sailing at Noon, on TUESDAY, 26th February, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 23, 1895. 173

DISEASES OF THE CHEST

GRIMAULT'S SYRUP

OF HYPOPHOSPHITE OF LIME

PREPARED IN FRANCE for the last

30 YEARS for the cure of BRON-

CHITIS, CONSUMPTION OF THE LUNGS,

OBSTINATE COUGHS, COLDS AND

CATARRH.

GRIMAULT'S SYRUP

arrests the COUGH, Spitting of Blood

and NIGHT-SWEATS, and the

APETITE improves rapidly.—A

fact soon demonstrated by an increase

in weight and healthy appearance.

Grimault's Syrup has a rose colour,

and is sold in flat oval bottles.

Beware of imitations.

GRIMAULT & Co

PARIS.

For Sale by A. S. WATSON & Co., Chemists,

Hongkong, February 11, 1895. 184

To Let.

TO LET.

No. 2, PEDDER'S STREET, next to the

GENERAL POST OFFICE.

Apply to G. C. ANDERSON.

Hongkong, December 7, 1894. 1888

TO LET.

DWELLING HOUSES—

'HIGHOLME' at MAGAZINE GAP.

'RAVENSHILL' West, on ROBIN-

SON ROAD.

FLOORS IN BLUE BUILDINGS.

FLOORS IN ELGIN STREET, PEEL

STREET and STANTON STREET.

FLOORS IN No. 5, SHELLEY

STREET.

GODOWNS—

BLUE BUILDINGS.

No. 74, PRATA CENTRAL.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, January 29, 1895. 215

TO LET.

OLD CHARTERED BANK PREMISES

in 'CONNAUGHT HOUSE,' Queen's

Road.

Apply to DAVID SARSOON, SONS & Co.

Hongkong, February 11, 1895. 311

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse-power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Feb.

EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R. WEDNESDAY, 20th March.

EMPRESS OF CHINA...Comdr. R. ARTHUR, R.N.R. WEDNESDAY, 10th April.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$200.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent,

Hongkong, January 23, 1895. 168

SHARE LIST—QUOTATIONS.—FEBRUARY 13, 1895.

BANKS.

Hongkong and Shanghai Bank Corp., 80,000 125 all 137 1/2 prem., sales & sellers

New Issue.

Bank of China, Japan and Straits, 99,875 10 1/2 1 1/2 nom.

National Bank of China, Limited, 1,200 12 1/2 125

10 1/2 8 1/2 18 1/2, sellers

Canton Insurance Office Co., Ltd., 10,000 250 5 1/2 155

China Traders' Insurance Co., Ltd., 24,000 83 3/4 2 1/2 80 1/2, sales and buyers

North-China Insurance Co., Ltd., 5,000 200 5 1/2 210, sellers

Straits Insurance Co., Ltd., 30,000 100 20 224, sellers

Union Insurance Society Co., Ltd., 10,000 250 5 1/2 150, sales

Yantai Insurance Association, Ltd., 8,000 100 60 87, buyers

FIRE INSURANCES.

China Fire Insurance Co., Ltd., 20,000 100 2 1/2 182, sales

Hongkong Fire Insurance Co., Ltd., 20,000 250 5 1/2 187 1/2, sales

DOCKS.

H'kong & Whampoa Dock Co., Ltd., 12,500 125 all 80 1/2 prem., sales

STEAMSHIPS.

China and Manila S. S. Co., Ltd., 5,000 50 all 65, sales

Douglas Steamship Co., Limited, 20,000 50 all 65, sales

H.K. & Co. M. Steamboat Co., Ltd., 80,000 20 all 65 1/2, sales and sellers

Indo-China S. S. Company, Limited, 60,000 10 all 67

China Mutual S. S. Co., Ltd., 20,000 10 10 1/2 17

Do. (new issue), 20,000 10 1/2 17

REFINERIES.

China Sugar Company, Limited, 20,000 100 all 150, sales and sellers

Luron Sugar Company, Limited, 7,000 100 all 148, sellers

WHAVERIES.

H.K. & Kow. Wharf & Godown Co., 20,000 50 all 38, sellers

Wanchai Warehouse and Storage Company, Limited, 2,500 100 37 1/2 37 1/2, ex div.

LUND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited, 50,000 100 50 52, sales

Kowloon Land and Building Company, 6,000 50 30 33.30, sellers

Humphreys, Estate & Finance Co., 13,400 10 all 10 1/2

West Point Building Co., Limited, 12,500 50 40 310, sellers

TRAMWAYS.

H.K. High-Level Tramway Co., Ltd., 1,250 100 all 95, sellers

MINING.

Jolebu Mining & Trading Co., Ltd., 55,000 5 all 64.75, sales and sellers

Punjom Mining Co., Ltd., 60,000 4 3 1/2

Societe Francaise des Charbonnages du Tonkin, 8,000 500 50 50 1/2 75, sellers

New Balmoral Gold Mining Co., Ltd., 50,000 3 all 33.30, sales and sellers

Kauk Aust. Gold Mining Co., Ltd., 30,000 1 13/10 34.20, sales

Societe Francaise des Houilleries du Touraine, 8,000 500 all nom.

China-Berrio Company, Ltd., 7,500 10 1/2 60 nom.

H. G. Brown & Co., Limited, 6,000 50 all 35, sellers

HOTELS, ETC.

Hongkong Hotel Company, Ltd., 6,000 50 all 30, buyers

DISPENSARIES.

A. B. Watson & Co., Limited, 60,000 10 all 810, sellers

Dakin, Crookshank & Co., Ltd., 50,000 5 all 31

LEISURE.

H.K. and China Gas Co., Limited, 7,000 10 all 125

Hongkong Electric Co., Limited, 30,000 10 1/2 84.50, sales

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 30,000 50 all 8, sales and sellers

Hongkong Brick & Cement Co., Ltd., 4,000 15 12.50 34, sellers

MISCELLANEOUS.

Campbell, Moore & Co., Limited, 1,200 10 all 38

Geo. Fenwick & Co., Limited, 6,000 25 1/2 86 1/2, buyers

Hongkong Bakery Company, Ltd., 6,000 10 all 35

Hongkong Dairy Farm Co., Ltd., 6,000 10 all 35, sellers

Hongkong Ice Company, Limited, 6,000 10 all 87 1/2, ex div.

H'kong Rope Manufacturing Co., Ltd., 3,000 50 all 124, sellers

Sunderland's shares

LOANS.

Chinese Imperial 1896 1/2 787,000 1/2 250 7 1/2 p. annum 10 1/2 prem., sales

HONGKONG HOTEL MORTGAGE DEBENTURES, 1890 1/2 400,000 1/2 500 6 1/2 prem. 8000

Intimations.

"KEATING'S LOZENGES."

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